

[039] Fig. 3 shows a locking and synchronizing position of the transmission shift system. The piston chamber between the piston 1 and the piston carrier 5 is fed with pressure oil in this position. Moving the piston 1 eliminates the axial play between the idler wheel 3 and the respective friction plates 2, 4, and the friction plates 2, 4 are pushed against the safety rings [[6,]] 7, 8. Due to the friction torque acting in the circumferential direction between the idler wheel 3 and the friction plate 2, said plate is rotated against the piston 1 to its maximum rotational play. The chamfered teeth of the piston 1 rest against the chamfered teeth of the first friction plate 2, as illustrated in Fig. 4. In this locking and synchronizing position of the transmission shift system, shifting of the piston 1 is prevented. ♦♦